



Federal Aviation
Administration

FAA International Strategies 2010 to 2014 Africa, Europe, and Middle East Region

This portfolio includes the countries in Africa, Europe, Commonwealth of Independent States (CIS), Russia, and the Middle East, including Iraq. The regional office is located in Brussels and includes FAA personnel from International Aviation, Air Traffic, and Aviation Safety, along with a Department of Defense representative. FAA senior representatives are located in Brussels, London, Paris, Moscow, Abu Dhabi, and Dakar. In addition, the FAA has Flight Standards International Field Offices in Frankfurt, Germany and in London, United Kingdom.

The European region continues to be the leading international destination for U.S. citizen air travel, outpacing the fast-growing Asia market by a factor of two. In Western Europe, we continue to focus on strengthening our long-standing relationships with the European Commission (EC) and associated authorities such as the European Aviation Safety Agency (EASA), EUROCONTROL, North Atlantic Treaty Organization (NATO) and individual national governments. We are using these relationships to enhance and streamline the exchange of safety information and data, and we are working to bring a Bilateral Aviation Safety Agreement (BASA) into force. Our efforts also focus on promoting harmonized regulatory standards by supporting the interoperability of air navigation systems and the harmonization of air traffic control (ATC) procedures, requirements, and routes. This includes an aviation focus towards ensuring the interoperability of U.S. Position, Navigation and Timing (PNT) services with Europe's Galileo and Russia's Global Navigation Satellite System (GLONASS) systems. We promote cooperative working-level efforts to mitigate aviation's impact on the environment, such as the Atlantic Interoperability Initiative to Reduce Emissions (AIRE), and pursue greater mutual understanding of our respective regulatory and policy approaches.

In Eastern Europe and Russia, we are working with ICAO, industry, and donor organizations to continue to promote higher standards of safety and efficiency. We have engaged with select CAAs on international safety standards and have utilized working group arrangements to promote flight standards related training in Russia. In addition, we have worked with Russian ATC authorities to improve shared telecommunications assets, to improve routing structures and to continuously monitor the ongoing discussions between our two governments regarding overflight fees.

To increase safety and capacity in Africa, we are providing technical assistance to countries and to organizations to meet ICAO safety standards. To date, this has included

work with the East African Community (EAC), which includes Burundi, Kenya, Rwanda, Tanzania and Uganda, and with Ghana. In the Middle East, we assist CAAs to safely manage rapid growth in a complex environment. The FAA continues to provide operational support to the Iraqi Civil Aviation Authority through personnel assigned to the U.S. Embassy Baghdad.

S t r a t e g i c I n i t i a t i v e s

This document establishes priorities, identifies opportunities to expand successful programs, and underscores the need to seek innovative solutions with our international partners, starting with the following five-year strategic initiatives:

- 1. Promote harmonization and compliance with aviation legislation, regulatory requirements, policies, and procedures.**
- 2. Create and support partnerships to leverage opportunities to develop safety, capacity, and efficiency initiatives.**
- 3. Promote U.S. best practices in safety to enhance consistency and seamless operational practices worldwide.**
- 4. Promote civil/military cooperation to ensure safe, secure, and efficient use of airspace.**
- 5. Improve global interoperability and advance future technologies and procedures.**
- 6. Increase awareness of methods to minimize aviation's impact on the environment.**
- 7. Share FAA best practices to mentor and influence aviation leaders and enhance foreign aviation expertise.**
- 8. Promote U.S. commercial space transportation regulations.**

1. Promote harmonization and compliance with aviation legislation, regulatory requirements, policies, and procedures.

As the number of international passengers and aviation activities increases across the globe, it is imperative for the U.S. to collaborate with international partners. The FAA works with aviation organizations to implement ICAO SARPs. The FAA is also building relationships with industry and government partners to align global safety activities and increase data sharing. In addition, the FAA promotes compliance with international safety standards through technical assistance, training, and sharing best practices.

➤ **Objective:** Promote harmonization of regulatory requirements and increase safety and efficiency.

- Resolve concerns preventing the entry into force of the U.S.–European Union (EU) Safety Agreement: **EU, European Aviation Safety Agency**

10I.12A13-19 - Core Sub-Activity: Single European Sky (SES) Initiative (Africa, Europe, Middle East (AEU)): Owner: CHRISTOPHER BARKS, AEU-BRU –

Report on, and influence where appropriate, developments related to the implementation of the European Union's Single European Sky (SES) Initiative

Target 1: Work with appropriate FAA LOBs to determine areas where the FAA can influence SES safety and efficiency improvements. Due June 30, 2010

Target 2: Report out to FAA LOBs on the status of developments related to the SES legislation and implementation on a quarterly or as needed basis. Due September 30, 2010

- Work collaboratively with EASA to influence and, where appropriate, to harmonize regulations: **EASA, EU.**

10I2J1 - Strategic Activity: US-European Community Agreement for the Promotion of Aviation Safety Implementation

Owner: CHRISTOPHER BARKS, AEU-BRU (□508-2700) –

AEU will support the development of new annexes under the US-European Community Agreement for the Promotion of Aviation Safety.

Target 1: Continue discussions with LOBs and EASA on the new areas of competence development of future annexes covering areas such as simulators, flight crew licensing/training schools, third country operators, and operational suitability certificates. Due September 30, 2010

- Develop an agency position to identify and implement the legal framework to extend the rights and obligations provided by the U.S.–EU Safety Agreement: **Iceland, Norway, Switzerland.**

10I.11A1-6 - Core Sub-Activity: U.S./Norway, U.S./Iceland and U.S./Switzerland
Bilateral Aviation Safety Agreements (Africa, Europe, Middle East (AEU))
Owner: JENNIFER KILEO, AEU-10 (202-385-8905)

Coordinate and support the development and negotiation of the U.S./Norway, U.S./Iceland, and U.S./Switzerland Bilateral Aviation Safety Agreements (BASAs) and associated Implementation Procedures.

Target 1: Work with the appropriate LOBs to develop a strategy for the development and negotiation of BASA and Implementation Procedures with Norway, Iceland and Switzerland, including any necessary revisions to the existing Executive Agreements.. Due September 30, 2010

Target 2: Initiate discussions and associated activities with Norway, Iceland and Switzerland on the BASAs and IPs. Due March 31, 2010

- Encourage harmonization of regulations, legislation, and procedures in the CIS region: **Azerbaijan, Kazakhstan, Kyrgyzstan, Russia, Ukraine, Uzbekistan.**

10I.11A1-40 - Core Sub-Activity: Regional Support for Commonwealth of
Independent States (CIS) Region (Africa, Europe, Middle East (AEU))
Owner: BRIAN STAURSETH, AEU-MOW (7-495-728-5125)

Work with FAA Lines of Business, other USG agencies and regional organizations in the development and delivery of technical assistance and training to strengthen the safety oversight and standardization among the CIS states.

Target 1: Work with FAA Lines of Business, other USG agencies and regional safety organizations to identify at least one technical assistance/training program for safety improvement/ICAO standardization in the CIS states. Due March 31, 2010

Target 2: Provide the necessary support in the promotion, development and delivery of at least one technical assistance/training program for safety improvement/ICAO standardization in CIS. Due September 30, 2010

- Encourage harmonization of regulations, legislation, and procedures in the East African Community (EAC) and in Ghana: **Burundi, Ghana, Kenya, Rwanda, Tanzania, Uganda.**

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

- **Objective:** Identify and provide technical assistance and training to regional aviation safety organizations and countries to strengthen their capability to meet international aviation safety standards.

- Deliver presentations describing the international safety standards process and requirements, highlighting any issues needed to be addressed: **Algeria and Latvia.**

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

- Develop and deliver an instructional seminar on air carrier operations to the U. S.: **Africa Region**

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

- Continue to implement training programs through the ICAO Government Safety Inspector (GSI) training satellite office, and work toward self-sustaining GSI office operations over the next five years: **Cape Verde.**

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

- Provide technical assistance to support efforts to meet ICAO safety standards: **Ghana, Israel, Nigeria, Ukraine.**

10I.11A1-36 - Core Sub-Activity: Nigeria Technical Assistance and Training [Africa, Europe, Middle East (AEU)] (Africa, Europe, Middle East (AEU))
Owner: OWNER: AKUA PIPIM, AEU-10 (202) 385-8878 –

AEU will work with AFS to assist Nigeria CAA in performing safety oversight responsibilities in compliance with ICAO safety standards

Target 1: Prepare technical assistance agreements for visits by AFS/AGC team to continue to address areas of concern identified in Nigerian Action Plan. Due September 30, 2010

- **Objective:** Develop and implement a plan to address the various safety issues surrounding the growing number of U.S.-registered aircraft that are operated in the region.
- Address issues resulting from the growing number of U.S.-registered aircraft permanently based in Europe, some of which are identified as having caused operational incidents: **EASA, France, Germany, Ireland, Italy, United Kingdom.**

10I2L7 - Strategic Activity: N-Registered Aircraft Issues in Europe
Owner: TWEET COLEMAN, AEU-LON (207 894 0494)

Work with appropriate LOBs to develop a plan to address the various issues associated with N-registered aircraft operating in Europe.

Target 1: Co-write article for publication in UK AOPA or International AOPA newsletter describing rights and responsibilities of pilots of N-registered aircraft outside the US. Due April 30, 2010

Target 2: Work with AFS and AGC-7 to develop and deliver presentations to at least two GA/Business Aviation for outlining regulatory requirements for N-registered aircraft flying outside US airspace. Due April 30, 2010

- **Objective:** Cooperate with partners in the region in sharing data aimed at increasing safety.

- Explore possibilities for sharing ramp inspection data: **EC, EASA.**

10I.11A1-8 - Core Sub-Activity: European Union Safety Data Sharing (Africa, Europe, Middle East (AEU)) Owner: CHRISTOPHER BARKS, AEU-BRU (322-508-2700)

AEU will negotiate a data sharing agreement with an authority within the AEU region in cooperation with AVS.

Target 1: Draft and propose an agreement with an authority within the region permitting the exchange of safety data. Due September 30, 2010

- **Objective:** Address aging aircraft issues in Middle East states.

- Develop a foreign aircraft inspection seminar: **United Arab Emirates (UAE).**

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

- **Objective:** Establish ICAO compliant laws and regulations to build the foundation for the reconstruction of civil aviation systems.

- Facilitate passage of new civil aviation laws and adoption of model civil aviation regulations: **Iraq.**

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

2. Create and support partnerships to leverage opportunities to develop safety, capacity, and efficiency initiatives.

Improving and maintaining safety performance in an increasingly complex global aviation system requires a proactive and innovative approach to improving interoperability, operational efficiency, and advancing future capabilities. The FAA leverages private and government expertise and resources, as well as global assistance programs to assist CAAs to improve safety and implement efficiency enhancing technology and procedures.

- **Objective:** Explore and pursue opportunities to develop cooperative research projects with key governments and research organizations aimed at improving technologies and procedures.
 - Expand areas of cooperation with key research organizations with which the FAA has ongoing research and development programs, including: **Cranfield University, EC, EUROCONTROL, Qinetiq.**

10I2L6 - Strategic Activity: Negotiate US-European Community Memorandum of Cooperation for R&D Owner: CHRISTOPHER BARKS, AEU-BRU (□508-2700)

AEU will lead the negotiation of a new memorandum of cooperation with the European Community to allow for joint research and development activities and sharing of information with EU agencies such as the SESAR Joint Undertaking and EASA, and actively participate in the development, coordination, and negotiation of an annex(es) to accommodate ATO-SESAR JU joint R&D activities.

Target 1: Initiate formal negotiations of MOC and Annex(es) with European Commission. Due December 31, 2009

Target 2: Coordinate positions and develop counterproposals, and engage in quarterly negotiations/discussions with Commission officials. Due September 30, 2010

- **Objective:** Target FAA assistance to leverage resources in African countries that are committed both to ensuring that assistance is implemented successfully and to improving safety beyond the FAA's limited technical assistance provisions.
 - Provide policy and technical support for the DOT-led Safe Skies for Africa (SSFA) Program: **East African Community (EAC).**

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

- Follow-up the FAA Airports team's 2008 survey of Roberts International Airport (RIA) to help airport authorities improve RIA's emergency response capability and develop a comprehensive emergency plan: **Liberia**.

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

- Continue to support technical assistance efforts. Develop a quality assurance program for the states based on their follow-up assessments of training centers: **EAC, SSFA Countries, Civil Aviation Safety and Security Oversight Agency (CASSOA)**.

10I.39A8 - Core Activity: EAC /Regional Safety Oversight Agency (CASSOA)
Owner: DONNA KRIMSKI, AEU-10 (202-385-8880)

Support CASSOA and member Partner States as requested as they build a regional safety oversight organization and complete the harmonization of their laws, legislation, regulations and technical guidance.

Target 1: Complete the necessary technical assistance agreements, if needed, to support AFS-50 efforts throughout FY10. Specific assistance will be identified during FY10. Due September 30, 2010

➤ **Objective:** Provide technical assistance and training aimed at increasing safety and efficiency levels.

- Develop a comprehensive action plan to incorporate assistance in the aircraft certification, aviation safety and air traffic control areas: **Israel**.

10I.11A1-4 - Core Sub-Activity: Israel Technical Assistance (Africa, Europe, Middle East (AEU)) Owner: REBECCA DE WINTER, AEU-10 (202-385-8871)

In cooperation with the LOBs and appropriate Israeli authorities, continue to provide technical assistance to Israel.

Target 1: Conclude FAA coordination on all international agreements necessary to provide technical assistance within 30 business days of receipt of request. Due September 30, 2010

- Explore additional opportunities for mutual cooperation with the EC to provide information on best practices and/or potential technical assistance to countries developing their economies and aviation industries: **EC**.

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

- Provide technical assistance in regional airport development, licensing, and airworthiness, in conjunction with both FAA and non-FAA resources including private industry: **Russia**.

10I2A10 - Strategic Activity: Russian Federation Outreach
Owner: BRIAN STAURSETH, AEU-MOW (495-728-5125)

Work in partnership with Russian Federation civil aviation officials to promote specific safety goals.

Target 1: Identify Russian/American Flight Safety meeting agenda for joint discussions on mutual areas of concern to promote U.S. safety policies and initiatives including CAST/IHST and to strengthen Russian Federation flight safety oversight. Due March 31, 2010

Target 2: Facilitate the development of a yearly joint flight safety oversight cooperation plan between FAA-AFS and Russian Federal Air Transport Agency (FATA) / Federal Air Transport Oversight Authority (FATO) in cooperation with AFS-50 Due March 31, 2010

Target 3: Provide necessary support in the promotion, development and delivery of at least one Russian/American Flight Safety meeting in the U.S. or Russia. Due September 30, 2010

- Re-start the Russian/American Flight safety Working Group as a forum to address safety issues: **Russia**.

10I2A10 - Strategic Activity: Russian Federation Outreach
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Target 1: Identify Russian/American Flight Safety meeting agenda for joint discussions on mutual areas of concern to promote U.S. safety policies and initiatives including CAST/IHST and to strengthen Russian Federation flight safety oversight. Due March 31, 2010

Target 2: Facilitate the development of a yearly joint flight safety oversight cooperation plan between FAA-AFS and Russian Federal Air Transport Agency (FATA) / Federal Air Transport Oversight Authority (FATO) in cooperation with AFS-50 Due March 31, 2010

Target 3: Provide necessary support in the promotion, development and delivery of at least one Russian/American Flight Safety meeting in the U.S. or Russia. Due September 30, 2010

- Work cooperatively with donor organizations such as U.S. Trade and Development Agency (TDA) to fund projects to improve safety oversight through technical assistance. Where resources permit, identify and implement appropriate training, assistance and assessment activities: **Azerbaijan, Kyrgyzstan.**

10I.11A1-31 - Core Sub-Activity: Azerbaijan Technical Assistance (Africa, Europe, Middle East (AEU)) Owner: BRIAN STAURSETH, AEU-MOW (495-728-5125)

Work with AFS and funding organizations such as the US Trade and Development Agency (USTDA) to identify and implement appropriate training, assistance and assessment activities, where resources permit, to assist Azerbaijan in improving safety oversight.

Target 1: Review the current implementation status of USTDA project for flight safety oversight with TDA and selected TDA contractor. Due October 31, 2009

Target 2: Conduct FAA representation visit to Azerbaijan CAA to review progress on flight safety oversight improvement. Due June 30, 2010

Target 3: Review FY outcomes of USTDA project and work with AFS to identify any future training and/or assistance and prepare all necessary international agreements. Due September 30, 2010

- **Objective:** Coordinate with U.S. Government departments and agencies that provide foreign economic assistance, multilateral development banks that provide loans to developing countries, and economic assistance agencies of foreign governments to influence aviation projects.

- Help secure funding for technical assistance projects: **Africa Region, Liberia.**

10I2H6 - Strategic Activity: Support for Airport Authorities in West and Central Africa Owner: NANCY ANGELO, AEU-10 (202/385-8886)

Work with regional airport authorities and American Association of Airport Executives (AAAE) to provide training for airport personnel.

Target 1: Using Safe Skies for Africa funding, contract with AAAE to provide training in Ghana for at least 40 airport personnel in West and Central Africa. Due October 31, 2009

Target 2: In cooperation with FAA/ARP and AAAE, conduct training in West and Central Africa. Due March 31, 2010

- Work in conjunction with key Middle East CAAs to ensure the successful implementation of a Middle East Aviation Safety Team to implement the work envisioned in the 2008 GASR conference: **Middle East.**

10I2A11 - Strategic Activity: Middle East Outreach
Owner: ROY BARNETT, AEU-AUH (971-241-4142-438)

Work in partnership with Middle East Civil Aviation authority officials to promote specific safety goals through the development of key safety initiatives in the region. Identify and expand partnerships in the International Helicopter Safety Team (IHST) to steer safety risk assessment methodologies to improve safety oversight in the region.

Target 1: Work with the IHST committee to create an action plan and analysis database to address the operational hazards identified in the previously collected risk assessment surveys. Due December 31, 2009

Target 2: Assist the IHST in implementing risk intervention resolution methodologies in order to address the identified top ten helicopter aviation hazards in the region. Due April 30, 2010

- Partner with the UAE General Civil Aviation Authority to encourage the Arab Civil Aviation Commission (ACAC) to take on a greater leadership role in promoting regional harmonization and cooperation among regulatory authorities in the Middle East: **ACAC, UAE.**

10I.39A9 - Core Activity: Regional Harmonization
Owner: ROY BARNETT, AEU-ABU DHABI

Partner with Arab Civil Aviation Commission (ACAC) to assume a greater leadership role in promoting regional harmonization and cooperation through the development of an ACAC sponsored initiative.

Target 1: Work with ACAC leadership to ensure their participation in the IHST. Due December 31, 2009

➤ **Objective:** Support safe and efficient business and general aviation in the Russian Federation.

- Continue to promote and support the safety of general aviation through work with National Business Aircraft Association (NBAA), International Council of Aircraft Owner and Pilot Associations of Russia and the Russian CAA: **Russia.**

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

3. Promote U.S. best practices in the provision of air traffic services and safety to enhance consistency and seamless operational practices worldwide.

The FAA promotes seamless operations in cooperation with international aviation partners to meet the challenge of safely expanding global aviation capacity. We work through regional organizations and working groups to influence regional safety and efficiency initiatives and to advance FAA priorities through coordinated U.S. strategies. We work with ICAO to establish a priority list of SARPs in support of NextGen operations and to streamline ICAO processes.

- **Objective:** Work with CAAs, regional organizations and ICAO to promote proficiency in the English Language.
 - Work with external funding providers, to provide English language proficiency training for developing CAAs: **Kazakhstan, Kyrgyzstan, Ukraine, Uzbekistan.**

10I2H8 - Strategic Activity: Regional Support for Francophone/Portuguese-speaking African states Owner: MO KEANE, AEU-DAK (221 33 829-2180)

Work with civil aviation authorities, regional organizations and ICAO to promote proficiency in the English language in accordance with ICAO Assembly Resolution A36-11 by promoting and encouraging state to ensure that implementation plans are being effectively followed and that timelines are not slipping.

Target 1: Review individual states English language implementation plan status. Promote and encourage timely implementation of plans in those states where Resolution A36-11 has not been effectively implemented through letters, phone calls and representational visits. Due March 30, 2010

Target 2: Work to promote, encourage and ensure that implementation plans are being effectively followed and that timelines are not slipping including if funding is available, conducting at least one English Language proficiency workshop in the region. Due September 30, 2010

- **Objective:** Strengthen the working relationship with ICAO and the African Civil Aviation Commission (AFCAC) to determine program specifics and evaluate future proposed activities.
 - Support the Africa Comprehensive Implementation Plan (ACIP) strategic goals that include an increased role for ICAO leadership in the Africa and Indian Ocean region: **AFCAC.**

10I.12A13-20 - Core Sub-Activity: African-India Ocean Comprehensive Implementation Program (ACIP) (Africa, Europe, Middle East (AEU))
Owner: LEEANN HART, AEU-10 (202-385-8881)

Support the membership of the Deputy Assistant Secretary (DAS) of Transportation for Aviation and International Affairs on the ACIP Steering Committee.

Target 1: Prepare the US delegation to the steering committee meetings held in FY10 by drafting and coordinating background papers and briefing materials for the DAS. Due September 30, 2010

Target 2: Determine API's responsibilities resulting from the steering committee meetings. Due June 30, 2010

- **Objective:** Ensure the development of coordinated FAA positions and participation at international meetings.
- Prioritize FAA participation at regional meetings to ensure effective use of our resources and maximize our influence. Improve our ability to influence countries and regional groups by delivering a coordinated, consistent message at important regional meetings: **AFCAC, Africa-Indian Ocean Planning and Implementation Regional Group (APIRG), European Air Navigation Planning Group (EANPG), Middle East Air Navigation and Planning Implementation Regional Group (MIDANPIRG), North Atlantic System Planning Group (NATSPG).**

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

- Coordinate FAA participation at non-ICAO meetings to ensure a consistent message can be carried from these meetings to the ICAO meetings that oversee the region: **CANSO, EUROCAE, EUROCONTROL.**

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

4. Promote civil/military cooperation to ensure safe, secure, and efficient use of airspace.

When countries transition from military to civil airspace control as a means to increase efficiency, safety oversight and air navigation operations become primary issues. Areas of focus include technical assistance and training in military to civilian transition.

- **Objective:** Support states in the transition of airspace from military to civilian control.
- Work with U.S. Air Force Central Command, NATO, ICAO and the respective national authorities to facilitate the transition from military to civilian control of the airspace: **Iraq.**

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

- Work with key aviation authorities to better understand civil/military roles that will assist in airspace planning and traffic flow management efforts: **European states, ICAO, UAE.**

10I.11A1-37 - Core Sub-Activity: Africa Civil Aviation Commission (AFCAC) technical assistance (Africa, Europe, Middle East (AEU)) Owner: MO KEANE, AEU-DAK (221 33 829-2180)

Develop an activity in cooperation with AFCAC to address one or more of the issues of concern on the continent such as civil-military cooperation, search and rescue, medical refresher training and emergency preparedness communication. If funding is available, decide on an approach to address the issue through training or other technical assistance.

Target 1: Discuss with AFCAC officials what safety issues are priorities and develop an action plan for resolution. Due December 31, 2009

Target 2: Explore funding options and if funding is available work with AFCAC to present training or other technical assistance. Due June 30, 2010

5. Improve global interoperability and advance future technologies and procedures.

Maintaining and improving safety in an increasingly complex global aviation system requires a proactive and innovative approach to improving interoperability and operational efficiency, as well as advancing future capabilities. Our ultimate goal is seamless operations across as many boundaries as possible. Harmonization and cooperation is essential on air traffic flow management, safety, and environmental issues as is collaboration on research and development programs that can advance capabilities crucial to future air traffic systems.

- **Objective:** Promote interoperable air navigation systems and harmonized procedures and standards.
- Develop a strategy for implementing the FAA-EC Research and Development Cooperation agreement, with particular consideration to joint activities between the FAA, the EC, and the Single European Sky Air Traffic Management Research (SESAR) Joint Undertaking: **EC.**

10I.12A13-19 - Core Sub-Activity: Single European Sky (SES) Initiative (Africa, Europe, Middle East (AEU)) Owner: CHRISTOPHER BARKS, AEU-BRU (□508-2700)

Report on, and influence where appropriate, developments related to the implementation of the European Union's Single European Sky (SES) Initiative

Target 1: Work with appropriate FAA LOBs to determine areas where the FAA can influence SES safety and efficiency improvements. Due June 30, 2010

Target 2: Report out to FAA LOBs on the status of developments related to the SES legislation and implementation on a quarterly or as needed basis. Due September 30, 2010

- Report on and influence where appropriate, developments related to implementing the Single European Sky initiative, such as the implementation of RNP procedures, trajectory-based operations, and other efficiency improvements: **EC**.

10I.12A13-19 - Core Sub-Activity: Single European Sky (SES) Initiative (Africa, Europe, Middle East (AEU)) Owner: CHRISTOPHER BARKS, AEU-BRU (□508-2700)

Report on, and influence where appropriate, developments related to the implementation of the European Union's Single European Sky (SES) Initiative.

Target 1: Work with appropriate FAA LOBs to determine areas where the FAA can influence SES safety and efficiency improvements. Due June 30, 2010

Target 2: Report out to FAA LOBs on the status of developments related to the SES legislation and implementation on a quarterly or as needed basis. Due September 30, 2010

➤ **Objective:** Improve NextGen PBN capabilities to increase safety and efficiency of airspace.

- Encourage implementation of PBN capabilities similar to NextGen, including transition to and harmonization of airspace requirements: **Kazakhstan, Russia**.

10I2H4 - Strategic Activity: Regional Support for Commonwealth of Independent States (CIS) Region. Owner: BRIAN STAURSETH, AEU-MOW (7-495-728-5125)

Work with FAA AFS/ATO, Eurocontrol and ICAO and CIS safety organizations and agencies, to promotion adoption and standardization throughout the region of the concept and system of Performance Based Navigation (PBN).

Target 1: Work with FAA AFS/ATO, Eurocontrol and ICAO to organize, at least one PBN workshop for the CIS states in the region. Due December 31, 2009

Target 2: Provide the necessary support in the promotion, development and delivery of at least one PBN workshop for the CIS states in the region. Due June 30, 2010

- Encourage implementation of World Geodetic System (1984) in concert with National Geospatial Intelligence Agency, non-government consultants, and interested airlines: **Africa, Eastern European states, Kazakhstan.**

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

- Address operational air traffic control issues on a bilateral basis and through the Cross Polar Working Group: **Iceland, Russia.**

10I.12A13-2 - Core Sub-Activity: Russian American Air Traffic Control Cooperation (Africa, Europe, Middle East (AEU)) Owner: CHRIS SHARP, AEU-10 (202-385-8891); BRIAN STAURSETH AEU-MOW

Support ATO in the development and delivery of meetings aimed at improving the safety and efficiency of air traffic in Russian Air Space.

Target 1: Provide necessary support in the promotion, development and delivery of required meetings of the Cross Polar Trans East ATM Providers Working Group. Due September 30, 2010

6. Increase awareness of methods to minimize aviation's impact on the environment.

We are committed to improving aviation's environmental performance. Consistent with NextGen, our objective is to achieve environmental protection that allows sustained aviation growth. We work with air navigation service providers, governments, airlines, and aviation manufacturing to develop better scientific understanding of environmental performance interdependencies and impacts, to accelerate more efficient ATM operational procedures, to hasten the uptake of promising improvements in environmental aircraft technologies, and to advance renewable alternative fuels for aviation. While market-based measures may be useful in addressing certain aviation environmental impacts, we respect the prerogative of states to adopt appropriate measures for their circumstances.

- **Objective:** Promote continued cooperation between the U.S. and key organizations in the region in the development of mutually acceptable policies and regulations intended to mitigate aviation's impact on the environment.
- Engage in dialogue with partners to address concerns and promote cooperation on issues, including environment, safety, and capacity concerns: **National governments (including transport, environment, and foreign affairs ministries), institutions of the European Union, ACAC, AFCAC, ECAC and CANSO.**

10I2F3 - Strategic Activity: Demonstrate US Best Environmental Practices
Owner: CHRISTOPHER BARKS, AEU-BRU (322-508-2700)

Present the U.S. position on aviation environmental concerns and encourage the adoption of U.S. environmental policy and practices in aviation by international aviation authorities, government policy makers, and industry stakeholders in the AEU region.

Target 1: AEU will work with ARP, ATO and AEE to identify two foreign delegations to visit the U.S. for a briefing on environmental best practices. Due June 30, 2010

Target 2: AEU will identify a venue in the region at which FAA experts could present the U.S. position on aviation environmental issues and U.S. initiatives to reduce environmental impacts. Due May 31, 2010

Target 3: Promote and advocate U.S. position on environmental issues to at least 2 key governmental organizations leading up to the 2010 ICAO General Assembly. Due September 30, 2010

- Analyze proposed EU initiatives and monitor and report on the development of current issues such as the Emissions Trading Scheme legislation, the review of the Balanced Approach Directive, and the consultation on addressing the effects of aviation oxides of nitrogen (NO_x) on climate change: **EC, EASA, EU member states.**

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

- Demonstrate ways in which the use of progressive ATM and PBN technologies can address environmental concerns through the AIRE program: **EUROCONTROL, EC, SESAR Joint Undertaking.**

10I.39A20 - Core Activity: Atlantic interoperability Initiative to Reduce Emissions (AIRE) Demonstrations. Owner: CHRISTOPHER BARKS, AEU (44-20-7894-0494)

Facilitate relationships with the EU, civil aviation authorities, air carriers, and air navigation service providers to maintain focus on building upon the AIRE initiative.

Target 1: Maintain relationships with all stakeholders in the AIRE initiative and report progress on all activities. Due September 30, 2010

- Promote capacity-enhancing, environmentally-friendly technologies, and procedures as alternatives to noise and potential night-flight restrictions: **Germany.**

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

- Participate in important cooperative environmental programs that provide venues for discussing divergent government policies such as that between

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

- Promote the development of a global framework of fuel efficiency goals and measures to help countries meet the goals by participating in the ICAO GIACC process: **France, Germany, Netherlands, Nigeria, Russian Federation, Switzerland, Saudi Arabia, South Africa, EU institutions, other EU member states and key states in Africa and Middle East.**

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

- Seek opportunities to present the U.S. position(s) on aviation environmental concerns to public audiences in the EU Member states, such as conferences and publications, as well as to policymakers and stakeholders: **CANSO, Europe.**

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

7. Share FAA best practices to mentor and influence aviation leaders and enhance foreign aviation expertise.

Our contribution to the growth of leadership skills in foreign aviation professionals is an integral component of developing civil aviation organizations worldwide. We are committed to investing in people who will drive aviation safety and efficiency improvement within their aviation authorities.

- **Objective:** Promote FAA international leadership through the annual development and recommendation of aviation-focused programs such as the Department of State International Visitor Leadership Program (IVLP) process.
- Develop proposals under the Department of State IVLP to expose participants from the region to the U.S. approach to safety oversight and ATM principles and technologies: **Africa, CIS, Europe, Middle East.**

10I40B3 - Strategic Activity: Africa, Europe and Middle East Developmental Opportunity. Owner: TWEET COLEMAN, AEU LON (207-894-0494)

Initiate, coordinate, and organize at least 1 developmental opportunity for current or potential foreign aviation leaders.

Target 1: Identify and provide an initial list of at least three priority countries or regional organizations in the Africa, Europe and Middle East region. Due December 31, 2009

Target 2: Arrange one international aviation leadership development program for at least one potential foreign aviation leader from either a regional organization or country in this region. Due September 30, 2010

- Establish a mentoring program for targeted countries to encourage increased leadership in regional safety oversight cooperation: **UAE.**

10I40B3 - Strategic Activity: Africa, Europe and Middle East Developmental Opportunity. Owner: TWEET COLEMAN, AEU LON (207-894-0494)

Initiate, coordinate, and organize at least 1 developmental opportunity for current or potential foreign aviation leaders.

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- Collaborate with air navigation service providers in cooperative exchanges of technical personnel: **Germany, Eurocontrol.**

(NO ACTIVITY IN THE FY10 BUSINESS PLAN)

➤ **Objective:** Promote developmental opportunities for current or potential foreign leaders to mentor and influence aviation leaders and enhance foreign aviation expertise.

- Identify participants for a program that teaches junior level aviation professionals best practices in strategic planning, program management, regulatory practices, and organizational development: **EAC, Nigeria, UAE.**

10I40B3 - Strategic Activity: Africa, Europe and Middle East Developmental Opportunity. Owner: TWEET COLEMAN, AEU LON (207-894-0494)

Initiate, coordinate, and organize at least 1 developmental opportunity for current or potential foreign aviation leaders.

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8. Promote U.S. Commercial Space Transportation Regulations.

As more countries become interested in the commercial operation of space transportation, the FAA can provide information on how the U.S. regulates commercial space transportation vehicles and spaceports. Some countries today are privatizing government operations in space for expendable launch vehicles while others are interested in building or attracting new space transportation vehicles through the development of spaceports or other incentives. In each case, governments will develop new regulatory structures.

In the future, the FAA envisions commercially operated space vehicles that carry people will grow beyond suborbital flights in individual nations and into point-to-point regional and intercontinental travel that will require coordination between nations on safety. Orbital space flights by commercial operators are also possible and may need similar coordination. By establishing a foundation today, safety regulations in the future will proceed more smoothly.

There are technology transfer limitations in space transportation that will limit the level of FAA cooperation with other nations including International Traffic in Arms Regulations (ITAR). In addition, under Congressional direction, the FAA plans to phase in certain regulations on the human space flight industry as the industry grows and matures. At this time it is too early to seek adoption of international standards in human space flight safety.

- **Objective:** Promote FAA Office of Commercial Space Transportation (AST) regulations worldwide through outreach in order to build a common understanding to prepare for future interconnected global space transportation and growth of commercial space transportation.
- Distribute promotional materials to other countries through FAA senior representatives; **(NO ACTIVITY IN THE FY10 BUSINESS PLAN)**
- Attend conferences, air and space shows, and international forums; **(NO ACTIVITY IN THE FY10 BUSINESS PLAN)**
- Participate in the United Nations Committee on Peaceful Uses of Outer Space; **(NO ACTIVITY IN THE FY10 BUSINESS PLAN)**
- Develop regulatory workshops; **(NO ACTIVITY IN THE FY10 BUSINESS PLAN)**
- Conduct bilateral discussions with interested countries; **(NO ACTIVITY IN THE FY10 BUSINESS PLAN)**
- Identify countries with emerging commercial space transportation interests;

10I.12A13-21 - Core Sub-Activity: Commercial Space Transportation in Europe (Africa, Europe, Middle East (AEU)) Owner: REBECCA DEWINTER, AEU-10 (202-385-8871)/ROY BARNETT, AEU-AUH, (971-241-4142-438)

Promote the FAA commercial space transportation policy and regulations in Europe

Target 1: Work with AST to develop a commercial space strategy for Europe to identify and perform outreach activities Due March 30, 2010

Target 2: Perform outreach activities based on the FAA's commercial space strategy for Europe Due July 30, 2010

Target 3: Conclude outreach activity by including speaker from AST at the Global Space Technology Forum in Dubai, UAE. Due January 30, 2010

- Identify future international issues such as space and air traffic integration; **(NO ACTIVITY IN THE FY10 BUSINESS PLAN)**
- Evaluate with API other areas and methods of outreach: **All countries, all regions. (NO ACTIVITY IN THE FY10 BUSINESS PLAN)**

➤ **Objective:** Develop a commercial space transportation strategy for the Asia Pacific region to identify and perform outreach activities.

- Work on common regulations and licensing practices: **Australia, Japan, Singapore.**

➤ **Objective:** Develop a commercial space transportation strategy for the European Union to identify and perform outreach activities.

- Work on common regulations and licensing practices: **European Union states.**

10I.12A13-21 - Core Sub-Activity: Commercial Space Transportation in Europe (Africa, Europe, Middle East (AEU)) Owner: REBECCA DEWINTER, AEU-10 (202-385-8871)/ROY BARNETT, AEU-AUH, (971-241-4142-438)

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Conclusion

The greatest benefits of a strategic plan of action for FAA international priorities are in the areas of resource planning and organizational collaboration. It is the intention that this document encourages global aviation interests to quantify and qualify the type of assistance needed with the understanding that their requests will become part of an annual assessment of priorities.

We welcome your comments and recommendations.